



Regional Transportation Authority

Key Indicator Report

For The Month Of April, 1994

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Regional Highlights

Highlights:

Actual sales tax revenues for March increased 1.6% from the February level. *this page and page 2*

Economic growth is still improving without causing much pressure for higher interest rates. *this page*

All three Service Boards showed ridership decreases in April. *this page and pages 5-6*

The combined operating deficits of the Service Boards were unfavorable to budget by \$6.1 million. *this page and pages 7-12*

The regional recovery ratio was 48.8% and 1.2 points lower than budget. *this page and pages 3-4*

Overview

Actual sales tax for March was up 1.6% from February's level and is the third consecutive increase since December. Through March, sales tax is \$2.5 million higher than budget and \$8.7 million higher than last year. Sales tax for the year will exceed budget if sales tax continues through the rest of the year at the average of the first quarter's level.

The Commerce Department's Index of Leading Indicators was unchanged in April following a revised 0.7% increase in March. The index remains at 101.2 which is the highest since the department began reporting it in 1948. The index is a key government indicator of future economic vigor. The consumer price index rose a modest 0.2% in May. More encouraging than the fact that general prices are under control is that price increases in the service sector seem to be slowing to its lowest pace in 10 years. The service sector is frequently a laggard in productivity gains and usually has a hard time containing prices. Producer prices, which are a measure of wholesale prices, fell 0.1% in May following a similar drop in April. Overall, inflation pressures remained minimal at the wholesale level easing concerns that healthy economic growth has translated into higher prices. Industrial output rose 0.2% in May. Economists said the modest increase in industrial production suggests the recovery is continuing but not at such a feverish pace as to spur another increase in short-term interest rates.

The CTA's system ridership in April was 0.8% lower than March's level. CTA ridership has been nearly level since the poor results in January. Metra's ridership decreased 0.3% in April and has decreased slightly over the last few months. Pace ridership decreased 2.4% in April. The decrease partially offsets the 4.0% increase in March.

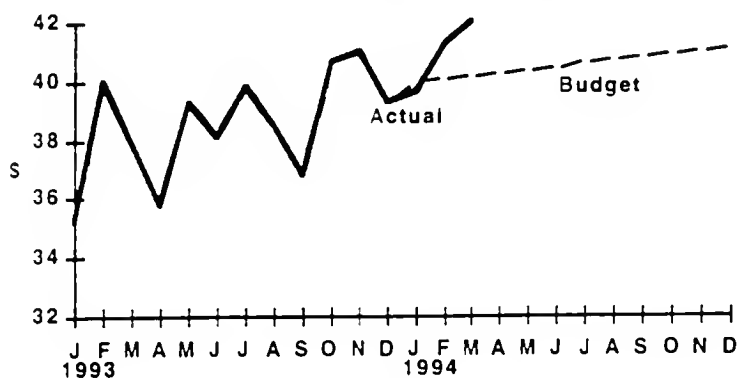
On a year-to-date, combined basis, Service Board revenues were \$2.3 million unfavorable to budget through April. This unfavorable variance was primarily attributable to the CTA, where expenses were also unfavorable to budget. Metra and Pace were favorable to budget for both revenues and expenses. As a result, all three Service Boards reported operating deficits which were \$6.1 million unfavorable to budget.

The region's recovery ratio through April was 48.8% and 1.2 points unfavorable to budget. The recovery ratio was 1.2 points unfavorable compared to last year.

Sales Tax Versus Budget and Prior Year (in millions)

<u>March</u>		<u>March Year-to-Date</u>		
<u>Actual</u>	<u>Vs Budget</u>	<u>Actual</u>	<u>Vs Budget</u>	<u>Vs Prior Year</u>
\$39.9	\$1.7	\$111.4	\$2.5	\$8.7

RTA Sales Tax
Monthly Levels (in millions)



RTA Sales Tax Levels
Percent Change From Previous Month



The RTA actual sales tax for March, 1994 was up 1.6% from February. This was the third consecutive increase after a sharp drop in December.

After three months of 1994, sales tax results were \$2.5 million higher than budget and \$8.7 million higher than the same period last year.

If sales tax remains at the average of the first quarter's level for the remainder of the year, then we will exceed budget.

RTA Financial Results

Monthly Results
Regional Transportation Authority
April 1994
(Dollars in Millions)

	<u>April</u> <u>1994</u>	<u>Favorable/(Unfavorable)To:</u> <u>Budget</u>	<u>1993</u>
Revenue	\$46.3	(\$48.9)	(\$44.5)
Operations Funding	49.8	0.2	0.9
Capital/Debt Funding	<u>2.5</u>	<u>0.7</u>	<u>(0.6)</u>
Change to Fund Balance	(\$6.0)	(\$48.0)	(\$44.2)
Regional Recovery Ratio	49.6%	(0.3) pts.	(1.1) pts.
MEMO: Funding of Service Board Operations			
Service Board Baseline Operations:			
Revenues	\$48.2	(\$0.5)	(\$0.1)
Expenses	<u>97.1</u>	<u>0.3</u>	<u>(1.5)</u>
Deficits	\$48.9	(\$0.2)	(\$1.6)
Positive Budget Variance	(0.2)	0.2	3.2
Less: Funded by Loan	0.0	0.0	0.0
Less: Contributed by Service Boards	<u>0.0</u>	<u>0.0</u>	<u>(0.3)</u>
RTA Funding of Service Board Operations	\$48.7	\$0.0	\$1.3

RTA revenues for the month of April include a sales tax forecast and were \$48.9 million unfavorable to budget and \$44.5 million unfavorable when compared to last year. The unfavorable budget variance was primarily due to Federal Transit Administration (FTA) operating grants of \$49.5 million which were received a month earlier than anticipated. This variance was partially offset by sales tax which was \$0.7 million favorable to budget. Operations funding for April was \$0.2 million favorable to budget due to lower Agency expenses and \$0.9 million favorable compared to last year primarily because of lower Service Board funding. Capital and debt service funding for April was \$0.7 million favorable to budget split between lower debt service and capital expenditures. Service Board revenues and expenses in April were \$0.5 million unfavorable and \$0.3 million favorable to budget, respectively. As a result, the combined Service Board deficit was \$0.2 million unfavorable.

RTA revenues through April were \$2.2 million favorable to budget. This is primarily due to a \$3.1 million favorable variance in sales tax that is partially offset by an unfavorable variance of \$0.7 million in RTA interest income and grants. Revenues were \$12.7 million favorable compared to last year. A favorable variance totalling \$19.2 million in sales tax, FTA operating grants, and PTF was partially offset by an unfavorable variance of \$6.5 million in sales tax for capital and RTA investment income and grants. RTA interest income and grants were unfavorable to both budget and compared to last year due to lower cash balances.

Operations funding was \$0.7 million favorable to budget through April because of below budget spending at the RTA. Compared to 1993, operations funding was \$5.2 million favorable. The temporary closure of the Green Line and other CTA actions have lowered RTA funding of Service Board operations compared to the previous year.

RTA Financial Results

Full Year Results Regional Transportation Authority Four Months Ending April 30, 1994 (Dollars in Millions)

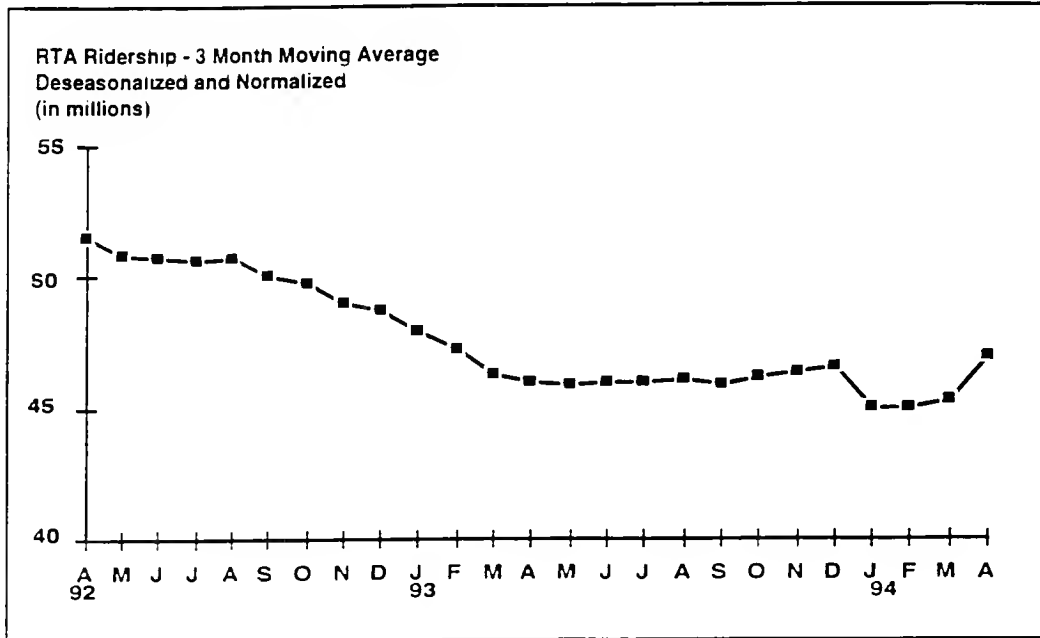
	YTD 1994	<u>Favorable/(Unfavorable)To:</u> Budget	1993
Sales Tax	\$152.2	\$3.1	\$13.9
Less: Sales Tax For Capital	(3.6)	0.0	(3.6)
Public Transportation Fund	41.5	(0.2)	4.9
FTA Operating	49.5	0.0	0.4
RTA Interest & Other Grants	<u>0.8</u>	<u>(0.7)</u>	<u>(2.9)</u>
Total Revenue	\$240.4	\$2.2	\$12.7
 RTA Funding of Service Board Operations	 \$196.0	 \$0.0	 \$5.1
RTA Agency Expenses	3.6	0.7	(0.3)
New Initiatives	<u>0.0</u>	<u>0.0</u>	<u>0.4</u>
Total Operations Funding	\$199.6	\$0.7	\$5.2
 Available After Funding Operations	 \$40.8	 \$2.9	 \$17.9
 RTA Capital & Debt Service	 \$10.2	 \$3.9	 (\$3.3)
RTA Funding of Service Board Capital	<u>4.7</u>	<u>0.0</u>	<u>0.3</u>
Total Capital/Debt	\$14.9	\$3.9	(\$3.0)
 Change to Fund Balance	 \$25.9	 \$6.8	 \$14.9
 Regional Recovery Ratio	 48.8%	 (1.2) pts.	 (1.2) pts.
MEMO: Funding of Service Board Operations			
Service Board Baseline Operations:			
Revenues	\$192.9	(\$2.3)	\$2.3
Expenses	<u>395.1</u>	<u>(3.8)</u>	<u>(10.7)</u>
Deficits	\$202.2	(\$6.1)	(\$8.4)
 Positive Budget Variance	 (6.1)	 6.1	 14.7
Less: Funded by Loan	0.0	0.0	0.0
Less: Service Board Contributions	<u>(0.1)</u>	<u>0.0</u>	<u>(1.2)</u>
 RTA Funding For Service Board Operations	 \$196.0	 \$0.0	 \$5.1

Capital and debt service was \$3.9 million favorable to budget through April. RTA capital was \$3.1 million favorable primarily due to lower than budgeted spending for the PRT. Compared to last year, this category was \$3.0 million unfavorable primarily due to higher debt service of \$3.3 million.

The Service Board baseline deficit through April was \$6.1 million unfavorable to budget. Baseline revenues and expenses were \$2.3 million unfavorable and \$3.8 million unfavorable to budget, respectively, primarily due to the CTA. Compared to last year, the baseline deficit was \$8.4 million unfavorable because revenues and expenses were \$2.3 million favorable and \$10.7 million unfavorable, respectively.

The region's recovery ratio through April was 48.8%. This ratio was 1.2 points unfavorable to budget and 1.2 points unfavorable compared to the recovery ratio for the same time period last year.

Ridership



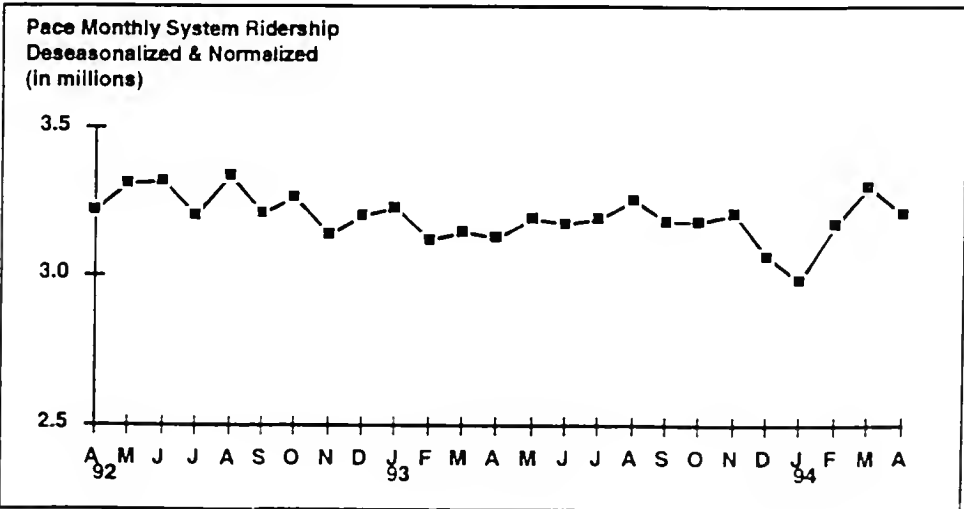
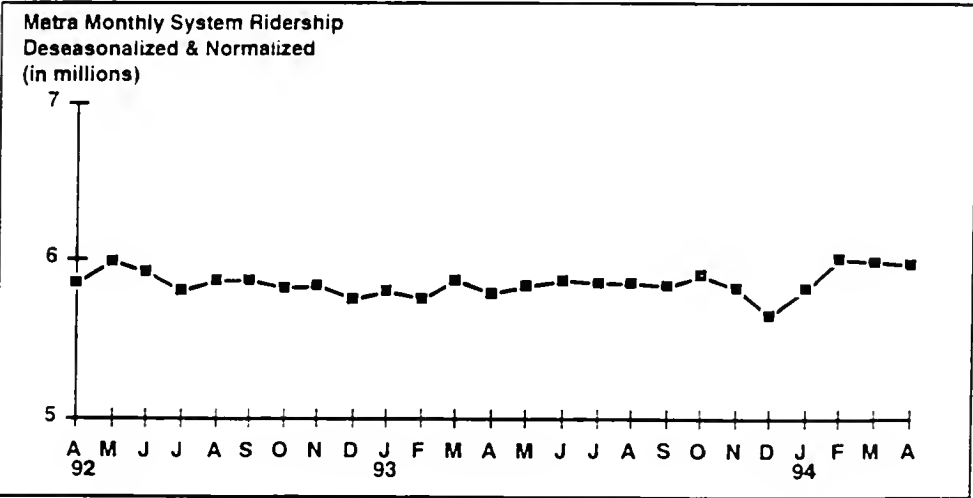
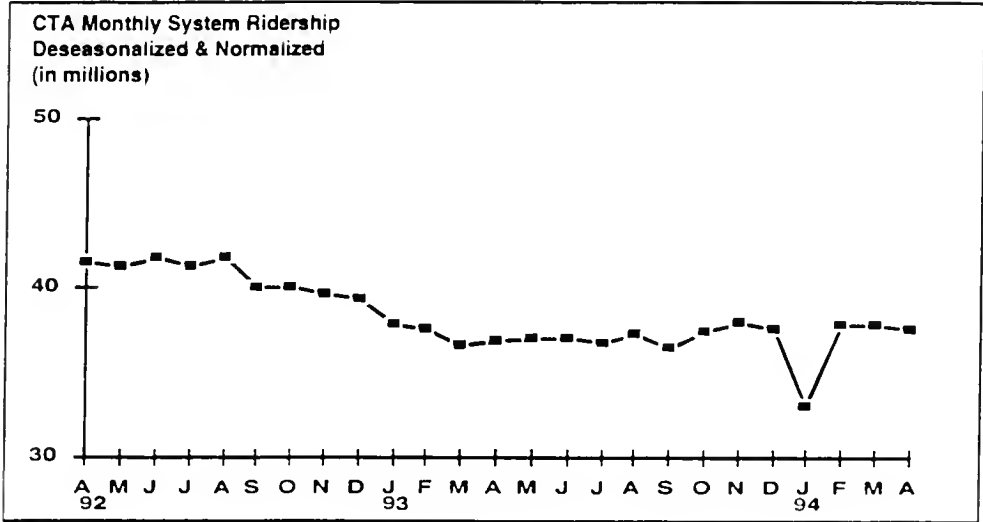
RIDERSHIP LEVELS

The CTA ended April with a decrease of 0.8% from March's level. The CTA's ridership performance for the last several months would have been flat if the poor results from January were excluded.

Metra's ridership for April was down 0.3%. Metra's ridership decreased slightly over the last couple of months, but ridership levels have stayed above last year's level.

Pace's April ridership was down 2.4%. This decrease was somewhat offset by the 4.0% increase in March.

Note: Ridership levels are the result of actual monthly ridership being adjusted for seasonal patterns and for the number of weekdays, weekend days, and holidays occurring in each period.



CTA Performance

Monthly Results
Chicago Transit Authority
April 1994
(Dollars in Millions)

	<u>April</u> <u>1994</u>	<u>Favorable/(Unfavorable) To:</u> <u>Budget</u>	<u>1993</u>
Revenue	\$31.0	(\$0.4)	(\$0.2)
Expenses	<u>63.1</u>	<u>(0.7)</u>	<u>(0.9)</u>
Operating Deficit	\$32.1	(\$1.1)	(\$1.1)
Recovery Ratio	49.3%	(1.2) pts	(1.0) pts

	<u>April</u> <u>1994</u>	<u>Higher/(Lower) Than:</u> <u>Budget</u>	<u>1993</u>
Passengers (in thousands)	38,490	140	550
Vehicle Miles (in thousands)	10,500	(70)	(130)

The CTA's operating deficit was unfavorable to budget for the fourth consecutive month. The magnitude of the unfavorable deficit increased in April. (see table below)

Deficit Variance Versus Budget
(in millions)

	<u>January</u>	<u>February</u>	<u>March</u>	<u>April</u>	<u>Year-to-Date</u>
Revenues	(\$3.6)	(\$0.2)	\$0.0	(\$0.4)	(\$4.2)
Expenses	<u>(2.8)</u>	<u>(0.5)</u>	<u>(0.8)</u>	<u>(0.7)</u>	<u>(4.8)</u>
Deficit	(\$6.4)	(\$0.7)	(\$0.8)	(\$1.1)	(\$9.0)

The unfavorable year-to-date deficit variance of \$9.0 million was due to unfavorable variances in both revenues and expenses.

Revenues were quite unfavorable in January due to school closings and the loss of discretionary trips. In February, revenues were not quite as unfavorable versus budget. In March, revenues were equal with budget, but were unfavorable again in April. Ridership was below budget for the first two months of 1994, but higher than budget in March and April due to an increase in pass usage. (see table below)

Farebox Revenue Variance Versus Budget
(in millions)

	<u>January</u>	<u>February</u>	<u>March</u>	<u>April</u>	<u>Year-to-Date</u>
Fare Variance	\$0.2	\$0.5	(\$0.9)	(\$0.5)	(\$0.7)
Ridership Variance	<u>(3.8)</u>	<u>(0.6)</u>	<u>0.7</u>	<u>0.1</u>	<u>(3.6)</u>
Farebox Variance	(\$3.6)	(\$0.1)	(\$0.2)	(\$0.4)	(\$4.3)

Year-To-Date Results
Chicago Transit Authority
Four Months Ending April 30, 1994
(Dollars in Millions)

	<u>YTD</u> <u>1994</u>	<u>Favorable/(Unfavorable)To:</u> <u>Budget</u>	<u>1993</u>
Farebox Revenue	\$115.4	(\$4.2)	(\$1.3)
Reduced-Fare Reimbursement	3.6	0.0	0.6
Other Revenue	<u>3.7</u>	<u>0.0</u>	<u>0.1</u>
Total Revenue	\$122.7	(\$4.2)	(\$0.6)
Service Delivery	\$202.3	(\$5.3)	\$1.3
Fuel/Power	11.8	1.0	1.1
Special Services	6.7	1.4	(0.3)
Administration	27.5	0.7	(3.3)
Provision for Injury and Damages	11.0	0.0	(2.0)
Non-Departmental	<u>(4.9)</u>	<u>(2.6)</u>	<u>(1.8)</u>
Total Expenses	\$254.4	(\$4.8)	(\$5.0)
Operating Deficit	\$131.7	(\$9.0)	(\$5.6)
Recovery Ratio	48.5%	(2.6) pts	(1.2) pts

	<u>YTD</u> <u>1994</u>	<u>Higher/(Lower) Than:</u> <u>Budget</u>	<u>1993</u>
Passengers (in thousands)	146,390	(4,460)	(1,030)
Vehicle Miles (in thousands)	42,320	(80)	(780)
Passenger Per Mile	3.5	(0.1)	0.0

Expenses have been consistently unfavorable to budget through the first four months of 1994. The snow and cold weather experienced in January, along with the delay in closing the Green Line, caused expenses to be \$2.8 million unfavorable to budget in January. Over the last three months, expenses were \$2.0 million unfavorable to budget. Thus, January accounted for more almost 60% of the year-to-date unfavorable expense variance.

Service Delivery expenses have been unfavorable to budget for the first four months of 1994. Hours worked has been over budget, especially in January, due to additional labor required in dealing with the poor weather. Also the CTA expected to eliminate 394 positions when the Green Line closed. Unfortunately, there was a delay in eliminating these positions due to negotiations with the union on how to implement an incentive retirement program.

Fuel and power were both favorable to budget. The price per gallon on fuel has been 4¢ less than budget through the first four months of 1994. This favorable variance may lessen over the coming months due to an increase in fuel prices.

The recovery ratio was 49.3% in April, which was 1.2 points less than budget. On a year-to-date basis, the recovery ratio was 48.5% or 2.6 points less than budget.

Metra Performance

Monthly Results
Metra
April 1994
(Dollars in Millions)

	<u>April</u> <u>1994</u>	<u>Favorable/(Unfavorable) To:</u> <u>Budget</u>	<u>1993</u>
Revenue	\$14.4	(\$0.1)	\$0.2
Expenses	<u>26.1</u>	<u>0.7</u>	<u>(0.4)</u>
Operating Deficit	\$11.7	\$0.6	(\$0.2)
Recovery Ratio	55.4%	0.9 pts	(0.1) pts

	<u>April</u> <u>1994</u>	<u>Higher/(Lower) Than:</u> <u>Budget</u>	<u>1993</u>
Passengers (in thousands)	5,890	(20)	70
Revenue Miles (in thousands)	1,980	(60)	(50)

Metra's operating deficit for the month of April 1994 was \$0.6 million favorable to budget. Revenues were \$0.1 million unfavorable when compared to budget and were \$0.2 million higher when compared to April 1993. Expenses for the month of April were \$0.7 million favorable to budget and were \$0.4 million higher than in April 1993.

Revenues through April were \$1.8 million favorable to budget. The favorable performance when compared to budget was primarily due to increased farebox revenues of \$1.1 million, lease revenues of \$0.6 million and all other revenues of \$0.5 million. Reduced fare reimbursements, however, were \$0.4 million unfavorable when compared to the budget. Revenues increased by \$2.9 million when compared to 1993. The major reasons for the increase from 1993 were higher ridership resulting in a farebox revenue increase of \$1.2 million, lease revenue of \$1.3 million, and all other revenue of \$0.6 million. Reduced fare reimbursements were \$0.2 million lower when compared to 1993.

Expenses through April were \$0.9 million favorable to budget but were \$3.8 million higher when compared to 1993.

Operations expenses were \$0.8 million favorable to budget and were only \$1.1 million higher when compared to 1993 year-to-date. Fuel costs through April were \$0.6 million favorable when compared to both the budget and 1993 year-to-date. Power costs were \$0.5 million favorable when compared to the budget and were \$0.3 million lower than 1993 year-to-date.

Year-To-Date Results
Metra
Four Months Ending April 30, 1994
(Dollars in Millions)

	<u>YTD</u> <u>1994</u>	<u>Favorable/(Unfavorable) To:</u> <u>Budget</u>	<u>1993</u>
Farebox Revenue	\$50.0	\$1.1	\$1.2
Other Revenue	<u>9.0</u>	<u>0.7</u>	<u>1.7</u>
Total Revenue	\$59.0	\$1.8	\$2.9
Operations	\$38.9	\$0.8	(\$1.1)
Maintenance	<u>43.3</u>	(1.4)	(3.1)
Administration	9.9	1.0	0.5
Fuel/Power	5.3	1.1	0.9
Claims	5.1	(1.1)	(0.6)
All Other	<u>6.3</u>	<u>0.5</u>	<u>(0.4)</u>
Total Expenses	\$108.8	\$0.9	(\$3.8)
Operating Deficit	\$49.8	\$2.7	(\$0.9)
Recovery Ratio	54.7%	2.1 pts	0.8 pts
	<u>YTD</u> <u>1994</u>	<u>Higher/(Lower) Than:</u> <u>Budget</u>	<u>1993</u>
Passengers (in thousands)	23,620	(70)	500
Revenue Miles (in thousands)	8,030	(10)	90
Passengers Per Mile	2.9	0.0	0.0

In other cost areas, maintenance expenses were \$1.4 million unfavorable to budget and increased \$3.1 million versus 1993 on a year-to-date basis. The increase over 1993 is primarily due to the residual effects of greater snow removal costs incurred during January and February 1994. Administration and all other expenses were \$1.5 million favorable to budget and were \$0.1 million lower than 1993. Claims expenses were \$1.1 million unfavorable to budget and were \$0.6 million higher than 1993. The primary reason for the unfavorable performance to both the budget and 1993 relates to claims expense at the NIRC.

The recovery ratio for April was 55.4%. This was 0.9 points favorable when compared to budget but was 0.1 points unfavorable to 1993. On a year-to-date basis, the recovery ratio was 54.7% which was 2.1 points favorable to budget and was 0.8 points higher when compared to 1993.

Monthly Results
Pace Suburban Bus
April 1994
(Dollars in Millions)

	<u>April</u> <u>1994</u>	<u>Favorable/(Unfavorable)To:</u> <u>Budget</u>	<u>1993</u>
Revenue	\$2.8	\$0.0	\$0.0
Expenses	<u>7.8</u>	<u>0.4</u>	<u>(0.4)</u>
Operating Deficit	\$5.0	\$0.4	(\$0.4)
Recovery Ratio	35.8%	1.4 pts	(2.7) pts.

	<u>April</u> <u>1994</u>	<u>Higher/(Lower) Than:</u> <u>Budget</u>	<u>1993</u>
Passengers (in thousands)	3,240	90	(40)
Vehicle Miles (in thousands)	2,680	(50)	(10)

Pace's recovery ratio for the month of April was 35.8% or 1.4 points favorable to budget and 2.7 points unfavorable compared to 1993. April's performance marked the third consecutive month since third quarter 1993 in which the recovery ratio exceeded 35.0%. The strong April performance also largely contributed to Pace exceeding its April year-to-date budgeted recovery ratio by 0.3 points, while falling 2.1 points below prior year performance.

Total revenues through April were \$11.1 million or 0.6% favorable to budget and equal to 1993 levels. Ridership continues to slightly exceed budgeted levels both in the month and year-to-date, despite the implementation of a fare increase in January, while down slightly from 1993 levels.

Total expenses through April were \$31.9 million or 0.3% favorable to budget. Despite the overall favorable expense budget variance, seven Pace operating divisions continue to experience expense budget overruns through April due in part to timing differences between actual spending and the calendarization of the budget. In addition, specific labor cost overruns resulting from overtime for operating alternative Green line service were incurred at the West Division. Pace staff plans to continue to monitor this unfavorable budget condition.

Insurance and claims costs remain unfavorable to budget as a result of a large liability insurance claim settlement in January. Excluding the large settlement, however, claims costs remain essentially at budgeted levels.

Year-To-Date Results
Pace Suburban Bus
Four Months Ending April 30, 1994
(Dollars in Millions)

	YTD	Favorable/(Unfavorable)To:	
	1994	Budget	1993
Farebox Revenue*	\$9.7	\$0.0	\$0.1
Reduced-Fare Reimbursement	0.6	0.0	0.0
Other Revenue	<u>0.8</u>	<u>0.1</u>	<u>(0.1)</u>
Total Revenue	\$11.1	\$0.1	\$0.0
Operations	\$18.8	(\$0.2)	(\$1.1)
Maintenance	5.0	(0.1)	(0.6)
Non-Vehicle Maintenance	0.5	0.0	(0.1)
Fuel	0.9	0.1	0.1
Insurance and Claims	1.6	(0.2)	0.2
Administration	<u>5.1</u>	<u>0.5</u>	<u>(0.4)</u>
Total Expenses	\$31.9	\$0.1	(\$1.9)
Operating Deficit	\$20.8	\$0.2	(\$1.9)
Recovery Ratio	34.7%	0.3 pts.	(2.1) pts.

	YTD	Higher/(Lower) Than:	
	1994	Budget	1993
Passengers (in thousands)	12,670	430	(30)
Vehicle Miles (in thousands)	10,560	100	130
Passengers Per Mile	1.2	(0.0)	(0.0)

*Includes local share

Compared to 1993, total expenses were \$1.9 million unfavorable or 6.3% higher than the prior year period. Operations expense is \$1.1 million or 6.0% higher largely due to expansion of Southwest Rapid Transit service and the special services program. Maintenance and non-vehicle maintenance costs combined were \$0.7 million or 14.8% higher due to an increase in materials/supply usage and vehicle repair expense during the first four months of 1994.

Insurance and claims cost were \$0.2 million lower as a result of a significantly large claim expense reported in April 1993. Administration expenses were \$0.4 million unfavorable or 9.5% higher, partly due to increased expenditures for professional services for professional services and the lease and rental cost for the Fox Valley facility.

